



# MONROE CITY COUNCIL

## Agenda Bill No. 19-123

<b>SUBJECT:</b>	<i>Discussion: Puget Sound Regional Council (PSRC) Vision 2050</i>
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DATE:	DEPT:	CONTACT:	PRESENTER:	ITEM:
05/21/2018	Community Development	Ben Swanson	Ben Swanson	<b>Discussion Items #2</b>

- Discussion:** 05/21/2018
- Attachments:**
1. Snohomish County Tomorrow Letter to PSRC
  2. City of Monroe Letter to PSRC
  3. Link to PSRC update <https://www.psrc.org/vision/seis>
  4. May 22, 2019, Agenda - Snohomish County Tomorrow

**REQUESTED ACTION:** Review the growth alternatives; discuss the pros and cons of the alternatives; consider City’s role and representation in Snohomish County Tomorrow during the vision 2050 update.

### POLICY CONSIDERATIONS

*The Puget Sound Regional Council (PSRC) is the regional planning agency for Snohomish, King, Pierce, and Kitsap County. The purpose of this agency is to coordinate the orderly growth of this region in accordance with the Growth Management Act. PSRC is currently updating the existing Vision 2040 plan to account for an additional 1.8 million people and 1.2 million jobs between now and 2050.*

*The updated plan (Vision 2050) will establish a new growth strategy which is likely to allocate the majority of the future population growth around transit corridors along I-5. The City will be required to update its Comprehensive Plan to incorporate new goals and policies established by PSRC in Vision 2050. This report introduces Council to the proposed growth strategies. The Mayor and City staff will need policy guidance throughout the process to ensure Monroe’s interests are considered by the PSRC Board prior to adoption in 2020.*

### DESCRIPTION/BACKGROUND

PSRC has proposed to update and revise the long-range growth, economic, and transportation strategy for King, Pierce, Snohomish, and Kitsap counties called Vision 2050. Associated with this update is the environmental review under the State Environmental Policy Act (SEPA). PSRC, as lead agency for environmental review, has determined that the regional plan for 2050 may have significant impact on the environment, and in February 2018 issued a Determination of Significance (DS), pursuant to the SEPA — RCW 43.21C.030(2)(c). In response to the DS, PSRC will analyze impacts to the built and natural environments in a supplemental environmental impact statement (SEIS).

The SEIS will evaluate alternative ways that the region might grow and different strategies to mitigate negative impacts of growth. PSRC will use the environmental review process to analyze the effects of continued growth in the region, and alternative ways of responding to and accommodating that growth. The three alternatives are: Stay the Course (no action alternative), Transit Focused Growth, and Reset Urban Growth.

All three alternatives are intended to preserve resource lands and promote development within urban areas to create more compact, walkable, and transit-friendly communities. The alternatives

present trade-offs on how to achieve those outcomes. The SEIS also includes an equity appendix describing how the alternatives may affect areas with high concentrations of people of color and people with low incomes.

### **1. The Stay the Course**

The Stay the Course alternative is a direct extension of the VISION 2040 Regional Growth Strategy. The alternative assumes compact growth, focused in the largest and most transit-connected cities with the region's twenty-nine designated regional growth centers. It is the required "no action alternative" that would maintain current policy and must be evaluated under SEPA. This alternative:

- Continues to direct the largest shares of the region's future growth to the region's five major Metropolitan Cities and their designated centers: Seattle, Bellevue, Everett, Bremerton, and Tacoma.
- Focuses growth into the region's Core Cities – those other cities with regional growth centers that are concentrations of growth and serve as economic and transportation hubs for the region.
- Compared to historical trends, this alternative allocates less growth in urban unincorporated and rural areas and more growth in cities.

### **2. Transit Focused Growth**

The Transit Focused Growth alternative is based on VISION 2040 and assumes accelerated growth near the region's existing and planned transit investments. This alternative:

- Assumes seventy-five percent of the region's population and employment growth to occur within a quarter- to a half-mile from current and planned high-capacity transit station areas, including light rail, bus rapid transit, commuter rail, ferries, and streetcar.
- The largest shares of growth would go to Metropolitan Cities, Core Cities, and High-Capacity Transit Communities.
- Assumes a greater role for areas served by high-capacity transit outside of Metropolitan and Core Cities.
- Growth in unincorporated urban growth areas with existing or planned high-capacity transit and planned for annexation or incorporation would be similar to cities with high-capacity transit.
- The remaining share of population and employment growth would be distributed largely within the urban growth area among areas not served by high-capacity transit.
- Growth in rural and unincorporated areas would be the lowest in this alternative.
- This alternative uses an updated county distribution of population based on the 2017 state Office of Financial Management projections and shifts five percent of forecasted job growth from King County to the other three counties.

### **3. Reset Urban Growth**

The Reset Urban Growth alternative shares similarities with growth patterns from 2000 to 2016. This alternative:

- Assumes a more distributed growth pattern throughout the urban area.
- Continues to allocate the largest shares of growth to Metropolitan Cities and Core Cities, although the overall growth to Metropolitan Cities, Core Cities, and High Capacity Transit Communities would be less compared to Stay the Course or Transit Focused Growth.
- Allocates growth in Cities and Towns and Urban Unincorporated Areas based on existing land use capacity.
- Growth in rural and unincorporated areas would be the highest in this alternative.

- This alternative uses an updated county distribution of population based on the 2017 state Office of Financial Management projections and shifts five percent of forecasted job growth from King County to the other three counties.

**DISCUSSION**

The City of Monroe responded to the PSRC alternatives in the attached letter signed by the Mayor and City Council (Attachment 2). The City’s position is PSRC should consider a highbred approach, combining The Stay the Course alternative and the Transit Focused Growth alternative. This approach would ensure the plan promotes the majority of growth around high capacity transit while accounting for the organic growth that occurs in the cities located off the I-5/I-405 corridor. The result would increase the growth allocation by two percent in these cities. Additionally, the City of Monroe supported allowing the transfer of growth between cities on a county by county basis. This flexibility would allow for each county to compensate for unaccounted for growth within its jurisdiction.

Snohomish County Tomorrow (SCT) took a different approach in their letter (Attachment 3) by supporting the Transit Focused Growth alternative with an increase to the rural areas. The amendments specifically focused on lands located outside cities and municipal Urban Growth Areas (UGA). According to Snohomish County, this change was necessary to accommodate existing growth patters within the County rural areas and allow the potential expansion of the Southwest Urban Growth Area (SWUGA) Boundary Planning Study in the Maltby area.

The City’s coordination with SCT on Vision 2050 is vital. SCT is the recommending body to the Snohomish County Council on Countywide Planning Policies, much like Monroe’s Planning Commission. The SCT will review and make recommendation on amendments to the Countywide Planning Policies to conform to the new PSRC Vision 2050 plan. Upon approval of the amendments by the Snohomish County Council, the City will be required to amend Monroe’s Comprehensive Plan to reflect the changes to the Countywide planning policies.

**FISCAL IMPACTS**

PSRC is the responsible party for distributing the federal funding for transportation projects.

**TIME CONSTRAINTS**

As the Vision 2050 SEPA process ends, PSRC will begin developing and goals and policies associated with the plan. In 2019, discussion should start at SCT regarding amendments to the Countywide planning policies to conform to Vision 2050. The policies developed under Vision 2050 and the County ultimately trickle down to local jurisdictions like Monroe.

VISION 2050 Work Program



**ALTERNATIVES TO REQUESTED ACTION**

N/A



April 23, 2019

Erika Harris, AICP  
Senior Planner, SEPA Responsible Official, SEIS Project Manager  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

**RE: City of Monroe Draft SEIS Vision 2050 Comment Letter**

Dear Ms. Harris,

On behalf of the City Council and the City of Monroe, thank you for the opportunity to provide comment on the Draft Supplemental Environmental Impact Statement (DSEIS) for *Vision 2050*.

Since the inception of *Vision 2040*, the Puget Sound Region has changed dramatically with significant localized population growth, regional investment in transportation infrastructure, and expanded employment opportunities. As the Puget Sound Regional Council (PSRC) contemplates updates under *Vision 2050*, it is critical that the role of cities and towns in the allocation of growth targets is not minimized. Cities and towns offer an option to maintain traditional neighborhoods that meet market preferences, provide local growth centers for focused employment supporting local job to housing balances, and supply reduced barrier / attainable housing options.

The City of Monroe, as a community, endorses the development of a hybrid approach that provides for significant growth along transit-focused areas, but also concentrates the majority of growth within municipal urban growth areas (UGAs) where existing services and infrastructure are available. Such a hybrid approach acknowledges the need for planned growth within Snohomish County, but also would account for unanticipated organic growth.

Increased growth in unincorporated areas outside of defined UGAs is ultimately at the expense of stagnating growth in cities and towns. Allocating urban levels of growth to outlying rural areas is particularly problematic, as rural areas, in general, are not characterized by urban levels of growth and typically do not have "adequate existing public facility and service capacities to serve such development," as specified in RCW 36.70A.110(3). Rather than intensifying allocations to outlying unincorporated rural areas, growth adjustments should be concentrated along the fringes of developed urban growth boundaries, or between UGA boundaries near one another to allow efficient land development and delivery of urban services.

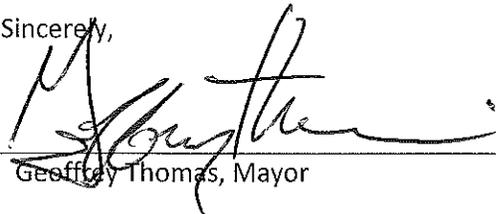
The City supports a multifaceted approach to the distribution of growth in Snohomish County, inclusive of the following:

1. Encouraging growth inside city limits in areas close to High Capacity Transit , as these areas typically contain existing public facilities and service capacities to accommodate urban-level growth.
2. Encouraging annexation of existing urban growth areas around cities by removing barriers to annexation in local and state laws, and by limiting urban-level development in urban growth areas until annexations occur, except in those areas near High Capacity Transit.
3. Considering the expansion of UGAs around cities when the UGA expansion is processed concurrent to an annexation.
4. Supporting investments in transportation networks that connect cities and employment centers outside the I-5 corridor. Monroe is situated at the nexus of U.S. Highway 2, State Route 522, and State Route 203, and growth has occurred organically as a result of its situation on this transportation network.
5. Encouraging employment centers in cities such as Monroe that are noncontiguous to other cities. In these areas, affordable land is available for employers with the added benefit of proximity to services and transportation.

For *Vision 2050* to be successful, it is imperative that communities working cooperatively under countywide planning policies retain the ability to redistribute local growth targets as appropriate. As a primary pillar of the Growth Management Act, local jurisdictions need to be able to develop comprehensive plans and land use policies that reflect the values of the community while meeting the modeling targets of the regional growth strategy; however, flexibility in application of the model should be a key principle in developing a hybrid model.

Thank you again for the opportunity to comment on the Draft Supplemental Environmental Impact Statement (DSEIS) for *Vision 2050*.

Sincerely,



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Geoffrey Thomas, Mayor



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Kevin Hanford, Councilmember

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Patsy Cudaback, Councilmember



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Jim Kamp, Councilmember



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Ed Davis, Councilmember



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Jason Gamble, Councilmember



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Jeff Rasmussen, Councilmember



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Kirk Scarboro, Councilmember

Cc: Deborah Knight, City Administrator  
Ben Swanson, Community Development Director



# Snohomish County Tomorrow

## *A GROWTH MANAGEMENT ADVISORY COUNCIL*

County Administration Building  
3000 Rockefeller Avenue, M/S 604  
Everett, WA 98201-4046

April 29, 2019

Erika Harris, AICP  
Senior Planner, SEPA Responsible Official, SEIS Project Manager  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, WA 98104-1035

SUBJECT: Snohomish County Tomorrow – Comments on the Draft SEIS for VISION 2050

Dear Ms. Harris,

Snohomish County Tomorrow (SCT) appreciates the opportunity to comment on the Draft Supplemental Environmental Impact Statement (DSEIS) for VISION 2050. These comments build on SCT's recommended approach to the VISION 2040 update, as outlined in a letter to PSRC on December 17, 2017.

Many of the suggestions and new concepts that were provided in our letter have been incorporated into the VISION 2050 project. SCT appreciates the extent to which these suggested changes and improvements to the regional plan have been accepted by PSRC into the approach to VISION 2050. SCT also wishes to thank PSRC staff for the extra support they provided to the SCT committees during the DSEIS review process, including a description of the impacts of the three DSEIS alternatives specific just to Snohomish County. This additional material has helped us provide to you our comments on the DSEIS and recommendation for a preferred alternative.

SCT recommends the transit focused growth alternative as the preferred alternative, with some minor adjustments to the population distribution, as described below.

### **Preferred Alternative – Transit Focused Growth**

The December 2017 SCT letter recommended that PSRC use a new approach to develop the Regional Growth Strategy (RGS) growth allocations for VISION 2050 that would focus growth around regional and local growth centers and along major transportation and freight corridors, instead of assigning growth distributions to various categories of jurisdictions based on municipal size and type. The VISION update was also encouraged to recognize that Sound Transit and Community Transit have made significant planning progress for the light rail and BRT systems in Snohomish County and that VISION 2050 should

recognize and support the integrated planning that is occurring. These planned investments suggested that additional growth and density can be supported in Snohomish County's southwest urban growth area, including unincorporated and incorporated areas near high capacity transit stations beyond jurisdictions that are currently categorized as Metropolitan and Core cities.

The alternative which most closely matches the SCT recommendation for a revised approach to the RGS growth distributions is the **transit focused growth alternative**. This alternative assumes a compact growth pattern with accelerated growth near existing and planned high capacity transit investments, including light-rail, bus rapid transit, commuter rail, and ferry terminals. This alternative would result in the largest shares of growth to Metropolitan Cities (Everett), Core Cities (Bothell and Lynnwood), and High-Capacity Transit (HCT) Communities<sup>1</sup>.

Outside Metro and Core cities, the transit focused growth alternative places the greatest shares of future growth in the HCT Communities in Snohomish County along high-capacity transit corridors where major investments are being made to create more efficient and frequent options for transit connections and mobility throughout the region.

Growth to other cities and towns would be distributed under this alternative based on the broad objectives for the Regional Growth Strategy. Growth in rural areas and unincorporated areas without access to high-capacity transit and unaffiliated unincorporated areas is the lowest in this alternative, even with the recommended adjustments described below.

#### Minor adjustment for population recommended to the Transit Focused Growth alternative

SCT's recommended population allocations to outlying unincorporated areas would be slightly increased as a result of shifting 4% of the county's population growth from HCT Communities to the Unincorporated Urban and Rural area geographies to help make these distributions more achievable:

- Under the transit focused growth alternative, only 2% (10,000) of the county's 2017-2050 population growth is assigned to rural areas, down sharply from 10% in VISION 2040 and 8% in our current CPPs. The transit focused growth alternative's assignment of only 10,000 population growth to rural areas over the next 35 years amounts to about what Snohomish County currently typically experiences during a single decade. To limit rural growth to just 2% would be a challenge not just from a zoning perspective, but also from the perspective of limiting the ability of property owners to develop on existing (pre-GMA) substandard vacant lots<sup>2</sup>. The suggested recommendation would be to allocate a potentially more achievable

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<sup>1</sup> HCT Communities include cities (other than Metropolitan and Core cities) and unincorporated urban areas (planned for annexation or incorporation) with existing or planned high-capacity transit service. They include the cities of Arlington, Edmonds, Marysville, Mill Creek, Mountlake Terrace, and Mukilteo; and the following unincorporated portions of the southwest UGA: Bothell MUGA, Edmonds MUGA, Everett MUGA, Larch Way Overlap, Lynnwood MUGA, Mill Creek MUGA, and Mukilteo MUGA. This proposed new regional geography directly responds to the December 2017 SCT suggestion that additional growth and density can be supported in Snohomish County's southwest urban growth area, including unincorporated and incorporated areas beyond jurisdictions that are currently categorized as Metropolitan and Core cities.

<sup>2</sup> To get a general sense of the number of parcels that could potentially meet this definition, a GIS query was run of Assessor parcels outside the UGA in Snohomish County, excluding those recorded since 1995, that were less than 200,000 square feet and greater than 20,000 square feet in size, and were classified as vacant. This resulted in a

growth share reduction in rural areas of 6% (25,000 new residents over 35 years), which is about 4 percentage points less than our current rural growth trends indicate and the lowest share of county population growth going to rural areas compared with the other two alternatives studied. SCT does not support changes to rural zoning and regulations that would reduce the number of lots already legally created in the rural areas.

- Similarly, the Unincorporated Urban geography has a challenge of limiting population growth over the next 35 years to just 3% (12,000 new residents), given that some of these areas represent sizeable development potential with existing or planned high capacity transit service (Cathcart, Lake Stickney gap area). The suggested adjustment would be to make the allocation more realistic by increasing the population growth assignment to 18,000 (4%) for these areas.

Even following the shift of 4% of the county's population growth from HCT Communities to the Unincorporated Urban and Rural area geographies, half of Snohomish County's 2017-2050 population growth would be assigned to the HCT Communities geography – the largest share of county population growth projected for any of the regional geographies.

We anticipate that a characterization of the impacts associated with these minor adjustment to the transit focused growth alternative in Snohomish County would be in the range of impacts analyzed in the DSEIS but request that the analysis confirm this assumption during preparation of the Final SEIS.

#### Favorable results from the analysis of impacts of the alternatives

The analysis of the regional impacts for the three alternatives studied in the DSEIS show that the transit focused growth alternative showed the greatest reduction in impacts across a range of environmental indicators that were studied, compared with the "No Action, Stay the Course" alternative. This observation was also made when the impacts of the alternatives were studied specific to Snohomish County.

Other RGS and VISION-related considerations are discussed below.

#### **Jobs/Housing Balance**

For the VISION 2050 transit focused growth alternative, a policy decision to shift 5% of the region's employment growth from King County to the outlying counties was made, resulting in Snohomish County receiving 2% more of the region's employment growth to 2050 compared with the no action alternative. This resulted in an improved jobs/housing balance at the county level with the transit focused growth alternative compared with the no action alternative, however the increase was marginal. PSRC should consider evaluating further decentralized employment growth in the region, especially anticipating a time when the region's high capacity transit system is more extensive and more fully built out.

In Snohomish County, an upward adjustment to future employment growth may be justified by recent events not studied in the DSEIS that would potentially facilitate greater interest in employers choosing sites in the Paine Field area (in response to the recent arrival of commercial airline service) and

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count of 3,331 parcels. At 2.7 persons per unit, this source of potential capacity alone could account for a future 9,000 population increase outside the UGA.

Arlington-Marysville area (in response to an anticipated designation of this area by PSRC as a regional Manufacturing/Industrial Center).

SCT requests that VISION 2050 include UGA boundary flexibility to allow for changing population distribution, taking into consideration logical service and natural boundaries.

### **Timing of Growth**

An understanding of the timing of when the transit focused growth distributions could be expected to be realized over time is not apparent in the DSEIS analysis. The transit focused growth alternative may be the preferred choice, but some consideration may need to be made to the fact that there is still some time before significant segments of the regional transit investments are complete. The VISION update should evaluate a timing component to the regional growth strategy that includes interim-year growth assignments so that a rationale for eventual realization of the 2050 growth assignments can be articulated and understood. Local jurisdictions would be able to use this information to not only plan for where the growth is likely to occur, but also when it would likely occur based on transit construction and corresponding market adjustments. This should also include an assumption regarding potential post-2036 high capacity investment and implementation decisions (e.g., Sound Transit 4) that the region may make well before the end of the 2050 plan horizon.

### **Flexibility for Subsequent Countywide Target Setting Process**

As stated in our December 2017 letter, SCT believes that the growth figures provided in the RGS should recognize economic fundamentals and realistic timelines for realization of these shifts in future growth distributions. This recognition is warranted given the uncertainties in timing of the necessary urban infrastructure investments and anticipated market responses. As such, the RGS growth allocations should be provided by PSRC as guidance to the subsequent Countywide Planning Policy/local target setting process. The region needs to be able to adapt and adjust when unforeseen shifts in the regional economy occur or growth opportunities in local urban centers in cities and towns change the fundamental assumptions used to establish the growth assignments.

This recommendation extends to the idea that the transit focused growth alternative's goal of directing 75% of the region's population and employment growth to areas in close proximity to the existing and planned high capacity transit station area locations was intended to be a modeling goal rather than an exact policy goal. This modeling goal should result in a population and employment growth distribution by regional geography that will be the basis for disaggregating to individual jurisdictions within each regional geography through the countywide planning process, and there should not be an expectation that each Metro and Core cities, and HCT Communities' local plans will demonstrate accommodation of 75% of its assigned growth within the specific vicinity of the station areas. Instead, each jurisdiction has flexibility in designing a land use element that adequately responds to the RGS regional geography-based distribution and other policy directions provided by the MPPs and CPPs.

VISION 2050 should also recognize that market factors and consumer choice are primary drivers of population distribution. While SCT's recommended VISION 2050 regional growth strategy relies on a transit focused growth alternative, local flexibility and authority must be maintained in order to respond to and anticipate actual growth patterns.

### **Moderate density housing**

According to the DSEIS, all three alternatives result in a lower share of moderate density housing in the future than today. However, moderate density housing is important as a source of more affordable market-rate housing and for accommodating growth within UGAs. A preferred growth alternative focused around high-capacity transit should still allow jurisdictions to encourage more moderate density housing production in the future, compared to what was modeled in the DSEIS.

### **Transportation**

Snohomish County, the cities within it, and the region as a whole have invested significantly in transit and facilities that support transit. The adopted RGS should facilitate development that encourages a growth pattern that leverages these investments, especially around access to the locations where billions of dollars are being invested in the high-capacity transit system (ST 2, ST 3, and Bus Rapid Transit locations).

VISION 2050 should continue VISION 2040's previous efforts to coordinate land use and transportation planning, including improving access to transit stations, and studying and planning for freight mobility (critical to the County's and region's economy), additional infrastructure, and partnerships that will be needed to realize this vision, such as increased coordination with WSDOT. PSRC should work closely with and encourage WSDOT's Office of Urban Mobility and Access to plan and clearly show how the state transportation system will serve in a comprehensive way with the region's high capacity transit system to support the projected growth. VISION 2050 should set the stage for this work so that it can be further developed in Transportation 2050.

### **Tribal Growth**

The proposed Regional Geographies map shown in the DSEIS for VISION 2050 shows Tribal Lands separate from Rural Areas. For Snohomish County, the Tulalip Reservation is shown (suggesting that the legend may need to be updated to reference Reservation/Tribal Lands). This is a change from the Regional Geography map used in VISION 2040 in which the Tulalip Reservation was shown as part of the Rural Area. With this map change for VISION 2050, it appears that the Rural growth assignment would exclude the Tulalip Reservation. Accordingly, our interpretation of this mapping change is that population and employment growth that may occur on Reservation Lands are not guided by the RGS allocations since these areas are sovereign nations not subject to GMA and VISION 2050 planning requirements. This understanding that Tribal growth that may occur is not counted as part of a county's rural growth, however, is not explicitly acknowledged in the DSEIS, but should be acknowledged in the Final SEIS and in VISION 2050. If not counted as part of the county's rural growth assignment, is growth on Reservation Lands also not part of the countywide growth assignment under the RGS? And if not, what are the implications of this on our ability to plan comprehensively for the county's transportation system needs?

There are other Reservation Lands in Snohomish County that do not appear to be mapped in the proposed Regional Geographies map (e.g., Stillaguamish Tribe). However, these additional Reservation Lands should also be recognized in VISION 2050 as not being guided by the RGS allocations.

## Social equity

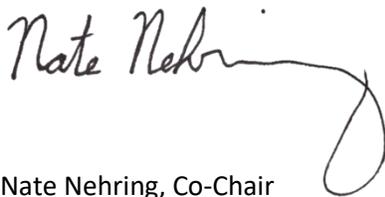
SCT appreciates the information and evaluation of social equity impacts across the alternatives. PSRC's work in this area has raised awareness locally of the urgent need to address proactively the diversity in the demographics of population growth and particularly the potential displacement of people of color, low income and other at risk populations in areas that are likely to redevelop. As we have seen in other parts of the region, these populations are often disproportionately affected as a result of their proximity to future light rail stations.

In closing, it is worth noting that favorable feedback has been received on the transit focused growth alternative during other recent interjurisdictional forums. The Snohomish County VISION 2050 Growth Summit 2, held on March 21, 2019, had over 100 attendees representing elected officials and staff from our cities and the County, water and wastewater providers, higher education, Community Transit, Sound Transit, PSRC, WSDOT, Tulalip Tribes, affordable housing providers, Snohomish County Public Utilities District, and consulting firms. The event was jointly sponsored by the Snohomish County Cities and Snohomish County Tomorrow. The focus of the Summit was to understand and discuss PSRC's three growth alternatives and the potential impacts of each alternative for Snohomish County. Overall, there was general support expressed for a future growth distribution pattern that recognized the importance of our existing and planned transit system for providing improved regional mobility for future households and employers.

Please feel free to contact us with any questions.

Thank you, again, for the opportunity to comment in advance of determining a preferred alternative for VISION 2050.

Sincerely,



Nate Nehring, Co-Chair  
SCT Steering Committee



Liam Olsen, Co-Chair  
SCT Steering Committee



Dave Somers, Vice-Chair  
SCT Steering Committee



Barbara Tolbert, Vice-Chair  
SCT Steering Committee

cc: SCT Steering and Planning Advisory Committees  
Barb Mock, Director, Snohomish County Planning and Development Services  
Lacey Harper, Executive Chief of Staff  
Paul Inghram, PSRC

# Snohomish County Tomorrow

## *A GROWTH MANAGEMENT ADVISORY COUNCIL*



### STEERING COMMITTEE

Wednesday, May 22, 2019

Snohomish County East Administration Building – Public Meeting Room 1 (F103)

6:00 p.m. to 8:00 p.m.

### AGENDA

1. Call to Order, Roll Call and Opening Items (5 min.)
  - a. Introductions/Roll Call (Co-chair)
  - b. Citizen Comments (Co-chair)
2. Approval of [Meeting Minutes](#) (4-24-19) (2 min, Co-chair)
3. Update Items (15 min.)
  - a. Summary of May [PSRC Board Actions and Activities](#) (Ben Bakkenta, 5 min.)
  - b. Economic Alliance Snohomish County (Erik Ashlie-Vinke, 5 min.)
  - c. VISION 2050 Update (PAC Co-chairs, 5 min.)
4. Action Items (40 min.)
  - a. [Agenda Bill](#): Citizen Representative (Co-chair, 20 min.)
    - [Peter Battuello](#)
    - [Deanna Martin](#)
    - [Melissa Blankenship](#)
  - b. Appointment of Community Advisory Board member; [William Khadivi](#) (Co-chair, 5 min.)
  - c. [Agenda Bill](#): Approving ICC Rural Town Centers Recommendation to PSRC (ICC Co-chair, 15 min.)
5. Briefings, Discussion Items (20 min.)
  - a. Coordinator's Report (Cynthia Pruitt, 20 min.)
    1. Preliminary 2020 Dues Assessment Discussion
    2. [Report from SCT Committees](#)
6. Future Agenda Items (3 min.)
  - Alliance for Housing Affordability Update (Quarterly)
  - Arlington-Marysville MIC (Jan)
  - Automation/Tech "refugees" (TBD)
  - "Beyond Congestion" (rural areas) (TBD)
  - Eastside Rail Corridor/Trail Centennial Trail S. (TBD)
  - Economic Alliance Snohomish County (Monthly)
  - Intersect Between Planning and Public Health (TBD)
  - Opioid Crisis (TBD)
  - Ruckelshaus Study; Roadmap for WA (Jul)
  - Sno-Isle Library (TBD)
  - Sound Transit 2 & 3 Update (TBD)
  - Vision 2050 Schedule Update (TBD)
  - Working with Homeless Students (TBD)
7. Go-Round (time permitting)
8. Next Meeting Date: June 19, 2019 **NOTE: This is the 3<sup>rd</sup> Wednesday in June**
9. Adjournment (Co-chair)

**The SCT Steering Committee is seeking nominations for Community Advisory Board members. Any citizen residing in Snohomish County may apply by contacting Cynthia Pruitt, SCT Coordinator at 425-388-3185 for an application.**

Steering Committee members please notify Cynthia Pruitt by Tuesday, May 21<sup>st</sup> if you are unable to attend:  
(425) 388-3185 or [Cynthia.pruitt@snoco.org](mailto:Cynthia.pruitt@snoco.org). Thank you.